

SEPTEMBER 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

"The Tank Mobile" article ran in the September 2017 issue of The National Falcon News. Who doesn't love a Falcon with a dog inside? Even better, a photo with two dogs, or even three. Tank gained a brother, Lenny who also loves cruising in Tom's 1963 Futura. Now, they have recently added a sister, Nina. We hope Tom's convertible is equipped with lots of doggie treats.

—Tom Kinder (FCA #14079), Springfield, MO



EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

NEXT QUARTERLY PRINT EDITION: OCTOBER 2021

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered digitally and in print, it is essential that we have current email and mailing information for you. The link on the website at falconclub.com which is password protected gives you access to the online magazine. Be sure to use ALL EIGHT CHARACTERS of the password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact Denise at membership@falconclub.com. To place a classified ad, email Janet at editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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PRESIDENT'S MESSAGE



Jim Guthrie
FCA President

Labor Day Weekend is the unofficial end of Summer and the beginning of Fall. By no means is it the end of Falcon activities, in fact things will continue well into October. The Pacific Northwest Mini Meet will be held September 18th at Ellensburg, Washington. The Founder's Chapter will host the Fall Regional October 1 and 2 in Hot Springs, Arkansas, followed by Cruisin' the Coast in Mississippi. There is still plenty to do before cooler weather slows things a bit.

Be sure to watch for information on the 2022 National Meet. Planning is well underway and announcements should be coming very soon.

I'm pleased to announce the appointment of James Baxter as South Eastern Regional Director succeeding Dave Wagner. James is President of Carolinas Chapter. A search is on for a Pacific Region Director. If you are interested contact Mary Wagner.

We are still looking for a Web Master and Internet Director. The Board of Directors will be considering options outside of our current resources at our next meeting. This is a high priority. Once again, if you have an interest in this position, please let me know.

I hope that you have had a great summer and that you remain well and safe. I look forward to seeing you at an upcoming event. Also please make certain that your membership information is correct. Until then remember to take a youngster along for the ride.

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com
816-288-7469

EMMA'S STORY— FINDING HER PERFECT CLASSIC CAR, A 1968 FALCON SPORTS COUPE



Sitting in her car for the first time

Left: Emma, in front of The Hunter House on Woodward Avenue in Detroit

I'm Emma and I'm 15 years old and from Washington, Missouri. I just bought my first car in early June—a 1968 Falcon Sports Coupe with front bucket seats. I am planning to restore it to factory original. My dad and I love working on classic cars together, so we bought me my first car for us to restore. He has a 1968 Cougar that he bought when he was my age, and we figured I should get a classic as well.

We found the Falcon on Facebook after months of searching for the perfect car. At first I was looking more into Torinos and Novas and the occasional Dart, but when I saw this car I changed my mind almost instantly. We purchased the Falcon from a guy near Detroit, Michigan. He had bought the car from a friend a few years prior who had inherited it from his Dad. The Falcon originally lived in Louisiana and later was parked in a barn for around 30 years. My dad, my sister, my grandma and I drove 10 hours to Michigan, where my aunt just happened to live near Detroit, and went to go look at my soon-to-be hot rod. I fell in love.



Installing new shocks



Greasing window regulators and cleaning out pine needles

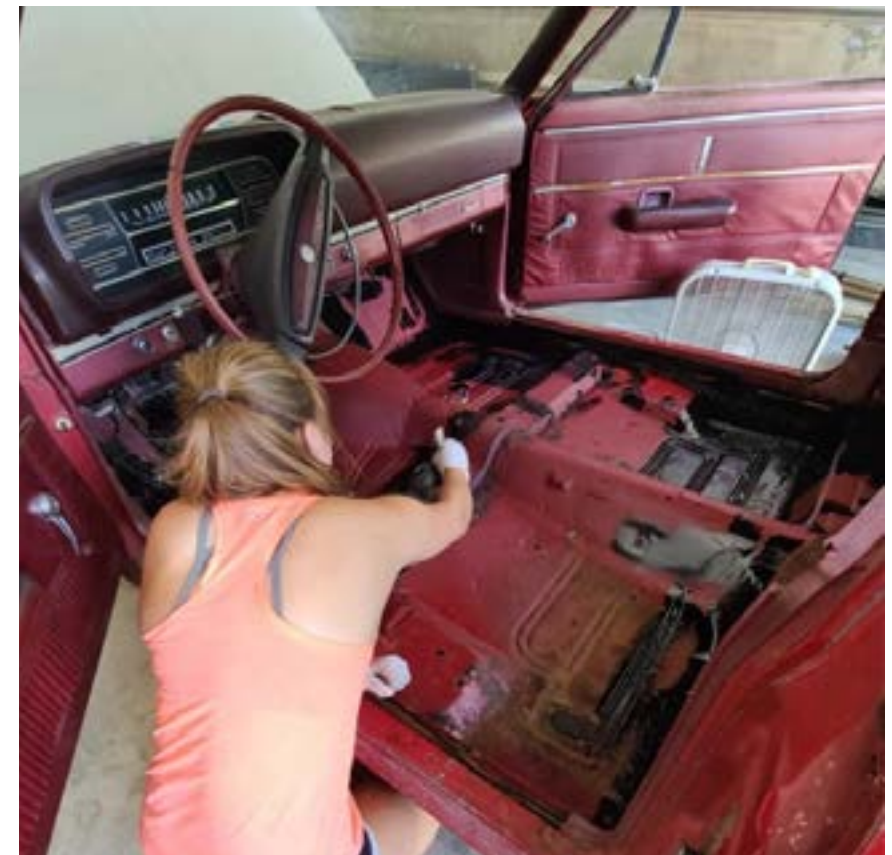


Tightening the door lock that would not open

I knew I had to have it, a complete original find, never touched or messed with. Before we went to Detroit I had a new bucket list item which was to go down Woodward Avenue. So, after we got the car we cruised down Woodward with the car on the trailer and took a bunch of pictures with it in front of Hunter House and other places. It was so much fun being with family and enjoying the moment together. When we took it home back to Missouri, we were greasing up the window regulators that were stiff after years of sitting. When we popped off the drivers door panel, the original build sheet slipped right out! Still completely legible. That's when we knew we truly had a one-of-a-kind build. So far we have put an electronic ignition unit in it, a new coil, front disc brakes with a power booster, lower cowlings, all new suspension, seat covers, and soon new wheels will go on.



In her "office"— putting in a new blower fan and new heater core (above) and POR15 coating all of my floor pans (below)



In the future, we want to put a Holley Sniper EFI on it, dual exhaust, power windows, a stereo system, and air conditioning. I know you can spend as much as you've got on these cars so we will see what actually happens. I recently applied for a membership to Falcon Club and am excited to hopefully go to the Regional Meet in October in Arkansas with my dad (dad willing). I can meet new people with the same passion for classic cars as we do. I wouldn't have a Falcon if it weren't for my dad. Almost everyday this summer he would help me with something, whether it was simple as advice or helping me put on rear end shocks.

—Emma, Washington, Missouri

EDITOR NOTE: I think it is awesome to see Emma's story and her passion for her "new" Falcon. Keep up the good work and I hope we get to meet you and your car in Hot Springs.



Tightening the door lock that would not open

Original build sheet



The original hubcaps, now all cleaned up and the Futura emblem.



FORD FALCON AUCTION RESULTS FOR 2020

BY WALLY TIRADO

It can be difficult to tell when a classic car is going to make a lot of money at auction and when it will fail to meet the seller's expectations. So much of it is subjective. However, the following list is the 2020 auction results of the leading auction companies found for the Ford Falcon. This list is not exhaustive. Auction results should not be construed as to value of your car, just representative of market indications.

All photos courtesy of respective Auction Companies.



Barrett-Jackson Auction Company

[barrett-jackson.com]



1963 FORD FALCON SPRINT

\$27,500 – 3A17F148239

260ci, four-speed



1963 FORD FALCON CUSTOM COUPE

\$24,200 – 3H01U203242

347ci, three-speed automatic

Mecum

[mecum.com]



1963 FORD FALCON SPRINT CONVERTIBLE

\$38,500

260 CI, Automatic



1964 FORD FALCON FUTURA

\$30,800

347 CI, five-speed



1964 FORD FALCON CONVERTIBLE

\$36,300

302 CI, Automatic



1965 FORD FALCON RANCHERO

\$16,500

302 CI

Previously Owned by Ted Cyr



1965 FORD FALCON RANCHERO

\$23,100

200 CI, three-speed



1965 FORD FALCON

\$14,850

Inline six, four-speed



**1964 FORD FALCON FUTURA
SPRINT CONVERTIBLE**

\$16,500
260 CI, four-speed



1965 FORD FALCON TUDOR

\$17,600
Well Documented



1965 FORD FALCON RANCHERO

\$18,700
289 CI, Automatic



1964 FORD FALCON RANCHERO

\$13,750
260 CI, Automatic



1963 FORD FALCON FUTURA
\$12,000
144 CI, Automatic



1965 FORD FALCON RANCHERO
\$17,000
289 CI, three-speed



1964 FORD FALCON CONVERTIBLE
\$23,100
260 CI, Automatic



1964 FORD FALCON RANCHERO
\$17,500
289 CI, five-speed



1964 FORD FALCON SPRINT CONVERTIBLE
 \$23,100
 289 CI, four-speed



1964 FORD FALCON SPRINT CONVERTIBLE
 \$22,000
 260 CI, three-speed

Greensboro Auto Auction, Inc.
 [gaaclassiccars.com]



1963 FORD FALCON FUTURA
 \$43,000
 VIN: 3H15F189076 (Charity Vehicle)



1965 FORD FALCON FUTURA
 \$33,000
 VIN: 5H17C282318



1965 FORD FALCON FUTURA
\$16,500
VIN: 5H17T269251



1964 FORD FALCON FUTURA
\$28,000
VIN: 4H12U185619



1964 FORD FALCON RESTO-MOD
\$14,250
VIN: 4H01U155254



1963 FORD FALCON
\$27,000
VIN: 3H15U112437



1963 FORD FALCON SPRINT

\$22,500

VIN: 3H15U215576



1963 FORD FALCON FUTURA

\$10,500

VIN: 3H19S241585

OLD DOG, NEW TRICK

REPURPOSED SIDE BED MOLDING

BY JOHN PARK

To improve the appearance and the functionality of my 1965 Falcon Ranchero, I opted for a spray-on bed liner. The results were incredible, the bed looked great and the bed liner created a tough and durable cargo surface. How do you think I conned—I mean convinced—my wife in allowing me to get this Ranchero in the first place, “Oh don’t worry dear, I plan to use this as a working pick-up truck to move furniture and haul junk to the dump. This won’t be a mid-life crisis car, I swear.”

Behind the cab rear window, there is a rounded ledge above the cargo bed. I wanted to keep the ledge the vehicle body color, so the black bed liner stopped just below it. What started to occur was that rain or wash water would drip over this ledge and get underneath the bed liner and cause it and the old paint to start peeling away. I took the Ranchero to the dealer that installed the bed liner and he indicated that the only way to avoid further liner failure was to have the liner sprayed over the ledge up to the rear window. This would require having the rear window removed then reinstalled.

Facing the prospect of a labor intensive and expensive fix and a look that I was not too keen about, I started thinking. What is above windows in houses or around chimneys on roofs that redirects water? It is metal flashing. What about re-purposing some automotive



Ranchero stainless steel bed molding from a 1970 or '71 Ranchero found on eBay.

molding to fit around the ledge to act as a drip edge to keep water from getting at the bed liner? I searched eBay and was able to locate a piece of molding advertised as a 1970–71 Ranchero side bed chrome railing. The length was 54 5/8", so measuring the back ledge, this piece seemed to fit the bill, no sawing necessary. It also is shaped so it wrapped around the rear window ledge perfectly.

The molding was installed using weather strip adhesive and screws. I was very pleased by the results. Not only did this molding match the existing cab and surrounding bed molding, it gave the Ranchero a very unique appearance. This is more than decorative because water would be running off the rail molding and not underneath the bed liner behind the cab. Problem solved by using a recycled piece of scrap metal and thinking like a carpenter rather than an exacerbad classic car owner.

—John Park (FCA #16329)
Golden Gate Chapter
Alameda, California



Far left: Before, bed liner came up to rear window ledge and was subject to adhesion failure due to water dripping around the ledge and behind the spray-on liner.

Left: After, recycled molding secured to rear window ledge which now provides a weather resistant flashing that redirects water from the bed liner edge.

Note how it blends in and matches the existing rear window frame and bed molding.

TOGETHER AGAIN

2021 FCA NATIONAL MEET — JULY 7



July 2021 finally came and Falcon owners began to head to Texas. The 2021 Falcon Club National Meet was actually happening. No pandemic closings, no mandates, no cancellations would stop this one. Saddened by missing out on the cancelled Ohio Meet last year, Falconers were ready to see old friends and to meet newbies coming to the Lone Star gathering. It had been two years since the last National Meet in Wichita. As folks began to gather, hugs and smiles were the norm. Together again, finally.

The first official night of the Meet, a cruise to a local 50s diner was scheduled. The Irving Diner normally is not open for dinner, but graciously agreed to open for the night just for the Falcon Club. Its parking lot was full of Falcons. There were Sedans and Convertibles and Wagons and Rancheros and more, with many years represented. They were Black and White and Green and Blue and Red. I saw daily drivers, modifieds and original classics. Some of the license plates I saw were Arkansas, Massachusetts, Ohio, Virginia, Nebraska, Kansas, along with the home-state Texas plates.

We were back together and oh, was it good!



FCA FALL REGIONAL MEET HOT SPRINGS, ARKANSAS OCTOBER 1–2, 2021

HOSTED BY FCA FOUNDER'S CHAPTER

Where It All Started—

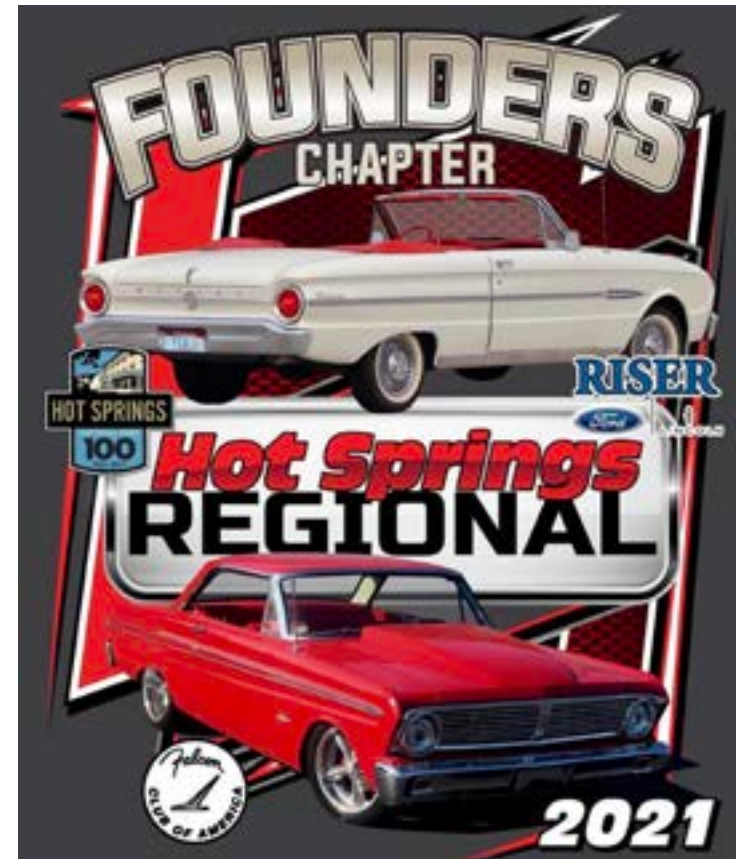
The Founders Chapter of the Falcon Club of America will be hosting a Fall Regional on October 1-2, 2021 at the TownePlace Suites by Marriott, 120 Desai-Patel Court in Hot Springs, Arkansas. Hot Springs was host to the first two FCA Nationals, so they're taking it back to where it all began.

They've organized a very beautiful cruise that will go through Historic Downtown Hot Springs along Bathhouse Row and into Hot Springs National Park on the three-mile scenic drive. The cruise will end at Bubba Brews on Lake Hamilton, a great place to grab a bite to eat and a drink. On Saturday the show portion of the regional will be at Riser Ford, directly across the street from the host TownePlace hotel.

Registration Fee is \$15.00. T-Shirts can be purchased in S,M,L, and XL for \$20 each and in XXL and 3XL for \$22 each.

Registration Form can be found under Discussion at "FCA Fall Regional Meet, hosted by the Founder's Chapter" on Facebook. A link to hotel reservations can also be found at the same Facebook address or call TownePlace Suites by Marriott at 501-525-7800. Room rates are \$129 per night plus tax. You must mention Falcon Club Show when making your reservations in order to get the group rate.

For more information contact Mark Sword, Jr., 501-804-2981 or falconclub10k@yahoo.com.



EDITOR NOTE: While this article may have been published over 50 years ago, the charm of Western Arkansas is still inviting and welcoming to its visitors and its beauty is alluring. Its history is important, but much has changed since 1970. With our upcoming October regional, hosted by the Founder's Chapter, we thought it was fitting to give you a look back at what once was in this region. What did those first National Meet-goers find to do in Hot Springs? I'm looking forward to sightseeing and exploring for myself the history and the scenery (OK, maybe not the bear or critters). For now, here's a fun look back in time.

QUACHITA PLAYGROUNDS

*Looking for diamonds? Western Arkansas has 'em—
along with a castle and modern mountain resorts*

BY ED HICKS
PAINTINGS BY JAY O'MEILIA
FROM JUNE 1970 *FORD TIMES*



*Arkansas' busiest tourist center;
Bath House Row at Hot Springs*

A couple of years ago a 600-pound bear sauntered through the business district of Hot Springs, Arkansas. Cautious police, aware that this was no fugitive from a zoo, did not shoot; they just followed him carefully and breathed a sigh of relief when he turned peacefully off into the woods on Hot Springs Mountain. Tourists along Bath House Row were agape, but residents of the area were not especially surprised, and rangers of the Ouachita (Wash-e-taw) National Forest, which extends to the city's doorstep, were not surprised at all. It was just part of the paradox of the Ouachita Playgrounds.

The 20th century has brought to this essentially primitive area of western Arkansas and eastern Oklahoma excellent hotels, golf courses, fine restaurants, resorts, and millions of visitors. Thanks to a mild climate, the season begins in February with the opening of horse racing at Oaklawn Park in Hot Springs, and extends late in the year for hunters and ardent fishermen.

Yet the mountains, forests, streams, lakes and bluffs, and the people who live among them, remain unchanged. The traveler who ventures 100 yards in any direction off the paved and graveled highways finds himself in much the same world that pioneers knew. Here are sturdy log cabins built by the great-grandfathers of the present occupants. In some of them corn-bread and biscuits are baked in Dutch ovens daily, and a haunch of venison may turn on a spit. Back in the hills you might even come upon an illicit still, though nothing like what was to be found in Prohibition days.

Hunting in the backwoods

Not for mere whimsy does the University of Arkansas call its football team the Razorbacks. In the wilderness areas of the Ouachitas and in certain bottomland country along the Ouachita River and the Fourche La Pave, sportsmen still hunt wild boar. They also take, in season, Virginia white-tailed deer, eastern wild turkey, bobwhite quail, gray and red squirrel, fox, opossum, raccoon and cottontail rabbit.

There are hundreds of miles of clear streams (some stocked with rainbow and brown trout) and many man-made lakes, offering year-round fishing for black bass, white bass, crappie, bream and catfish. Within the 1,500,000 acres of the Ouachita National Forest are camping and picnic areas, hiking trails, swimming and boating. Some parts of the forest are even remote enough to shelter bobcats and red wolves.



Mineral water fountains dot scenic walks at Hot Springs



Arkansas residents enjoy superb fishing and sailing at Lake Catherine State Park dam.

Even where civilization has penetrated, the forest reclaims its own if given a chance. Take the town of Forester, 25 miles southeast of Waldron in the heart of the Ouachitas. For 25 years it was a lumbering boom town of 2000 people, shipping thousands of carloads of pine and hardwood every year until 1953, when the lumber company terminated its operations. The mill shut down and the more than 500 houses were sold and moved away. Now the forest presses in upon the site, deer browse where the town once stood, and fish leap in the old log pond and in Forester Lake.

The paradox of the Ouachita Playgrounds begins with the mountains themselves. Though they are an extension of the Appalachians, they perversely run east and west in a series of long, narrow ridges ranging to 2800 feet in altitude. The entire area is renowned among rock hunters. Geologists say there is a wider variety of minerals at Magnet Cove, a short drive from Hot Springs, than in any other spot on earth.

At Murphreesboro is Arkansas' famous do-it-yourself diamond mine. Many years ago there was a commercially successful diamond mine here—the only one in the country. Now, for a small fee, visitors hoping to find valuable stones may dig and scratch in the earth of the 18-acre crater, with the privilege of keeping any they find of five carats or less. And diamonds are found, week after week. In 1955 a woman picked up one valued at \$15,000 in the rough. Today, as an 8.25-carat gem, it has been appraised at \$85,000, and is known as the "Star of Arkansas." Since then, the five-carat rule!

Hot Springs has not always been the only flourishing resort in the Ouachitas. In 1896 a group of visionaries in the Mena area, grateful for the Dutch money which had financed the construction of the Kansas City Southern Railway through Mena to the Gulf, built a summer home on Rich Mountain for Holland's Queen Wilhelmina. The young queen meant to come, but never got around to it.

Lavish parties were held in "Wilhelmina Castle" for several summers, with name bands playing at weekly balls and wealthy guests from all over the nation attending. Then the popularity of the resort began to wane, and a fire put the finishing touches to the enterprise.



Downtown Hot Springs, hub of the Ouachitas

Restoring a castle

A decade ago, however, the state restored the building, renamed it Wilhelmina Lodge, and developed a state park around it. Now it's again a favorite resort—though with a more rustic atmosphere. Within the park a miniature train makes a two-mile circuit of the mountaintop, with superb views all the way.

Not quite within the Ouachitas, but only an easy and very scenic drive away, is the "Possum Trot Line," otherwise known as the Reader Railroad. It operates four-hour excursion trips along a 23-mile right-of-way into some of the state's deepest timber areas, from Reader (about 70 miles south of Hot Springs) to Waterloo.

No one really knows how long the area has been inhabited. When De Soto arrived in 1541, friendly Indians already knew about the numerous hot, healing springs which gushed out of the side of a mountain, and they guided his party up the deep, clear Ouachita River to the "Valley of the Vapors" where they spent the winter.

Ouachita hospitality antedates the white man's coming, however. The Indians themselves regarded the springs as a neutral territory, and otherwise warring tribes shared it peacefully so that all might benefit from the healing waters.

Much later came French explorers—which accounts for place names like Petit Jean Mountain, Fourche (fork) La Fave, and Ouachita, which is a French approximation of the name of an early Indian tribe.

But even the Indians may have been late-comers to this beautiful land of craggy bluffs, deep forests and steaming springs. High on an Oklahoma mountainside overlooking the towns of Poteau and Heavener is a 15-foot limestone slab, bearing ancient and deeply chiseled markings. Some authorities say the markings are Viking runes (characters used in an early Nordic alphabet) indicating the dates 1013, 1015 and 1022. Old-timers in the area testify that the Rune Rock has been there since their grandfathers were boys. Recently a Rune Stone Park was created around the strange monument, and a good road has been constructed to within easy walking distance.

A region of surprise, of contrast, of primitive areas and modern resorts, the Ouachita area is yielding only slowly to the 20th century. The Ouachita mountaineer observes the changes in his land with characteristic equanimity. He goes his own way, keeps his own custom, and followed his own code of etiquette.

If you want to fish or hunt on his land, ask him first. If he likes you, he will not only give you permission, but open the gap-gate himself and show you a short-cut through his barnyard to the river bank or the field. But you had better close that gap-gate when you leave, and be sure to tell him "Thanks!"

His code is apt to take the form of offering just a little more. A sign in a whitewashed pine grove south of Waldron reads, "Glad You Made It—Chow's On!" And across the highway from the restaurant is the something extra: a free swimming hole in the clear flowing water of Mill Creek, with free dressing rooms on the bank above it.

"Well, you come and visit me," a mountaineer may say when parting from a friend.

"No, you come visit me sometime," the friend replies.

If you happen to get into this kind of amiable altercation in the Ouachitas, don't bother to argue about it. Just go back and enjoy yourself.

NOW BACK TO 2021

TOP 20 THINGS TO DO IN HOT SPRINGS (ABBREVIATED VERSION)

<https://www.arkansas.com/articles/top-20-things-to-do-hot-springs-arkansas>

What makes Hot Springs different? Some people say it's in the water, but we like to think it's the horse races, the roller coasters, the spas, the art, the history, the music, the festivals, the crystals, the flowers, the science, the alligators, the conventions, the parades, the fun! Check out the 20 picks of must sees and dos in Hot Springs National Park, Arkansas (some are seasonal).

1. Oaklawn Racing Casino Resort
2. Take a Thermal Bath—Hot Springs is known for the healing thermal waters; it's in the name!
3. The World's Shortest St Patrick's Day Parade (March)
4. Pet an Alligator—One of Hot Springs oldest attractions is the Alligator Farm. Pet a live alligator or just watch as they devour their lunch during feeding time.
5. Buy More Art
6. Fill Up Your Jug—Not only is the water healing to soak in, but the mineral-rich water is also delicious to drink. Stop at one of Hot Springs' fountains to fill up.
7. Derby Day at Oaklawn (May)
8. Tiny Town—This unique attraction called Tiny Town is just that, a miniature model town. Bring a magnifying glass!
9. Tub Races (Spring)
10. Take in the view from the Mountain Tower Observation Deck.
11. See the Fireworks (Holidays)
12. Dig for Crystals & Diamonds
13. Hike or Bike Hot Springs
14. Take Me Out to the Ball Game (Spring)
15. Get your Nerd On (September)
16. Climb a Four-Story Treehouse at Garvan Woodland Gardens.
17. Hot Springs Documentary Film Festival (mid-October)
18. See the Tesla Coil—Mid America Science Museum showcases the Guinness World Record's most powerful conical Tesla coil.
19. Find Your Christmas Holiday Spirit
20. Catch a Concert at Magic Springs Water and Theme Park.

Come see why The Spa City is the top travel destination in Arkansas.

FROM JUNE 1970 "FORD TIMES"

For summer
vacation driving:

Tot-Guard For Trips

Both parents and
children like this
padded vinyl car seat,
approved by recent
federal tests



PROVEN PROTECTION for children on long car trips—and short drives too—is no farther away than your Ford dealer this summer.

Tot-Guard, Ford's padded plastic seat shield, is removable, covered with durable, washable vinyl, and can be used on virtually any car seat equipped with a conventional lap belt.

In a recent federally sponsored test of child safety seat devices, Tot-Guard's design features appeared to offer the greatest protection to car-riding youngsters.

One father who saw a Tot-Guard was so impressed by it that he bought one for each of his six children. On the California freeway, the rear of his station wagon was smashed. With the children in Tot-Guards, however, no injuries resulted.

Children are especially happy with Tot-Guard when first allowed to play with it at home and personalize it as "their own seat." It allows simple "wiggle" room, and children are content in it even during long hours of driving.

Tot-Guard is available at your local Ford dealer. The suggest retail price is \$19.95.

1970

FROM APRIL 1962 "FORD TIMES"

Economy of Econolines

Dear Sirs: Last fall our family (myself, husband, and two sons) went on a five weeks' camping vacation in a new Falcon Bus. Equipped with air mattresses, sleeping bags, tent, stove, and cooking utensils we toured the Midwest and Florida all the way to Key West.

We recorded every cent, including postal cards and stamps, and on a journey of 6,379 miles we spent exactly \$227.35. This breaks down to \$11.36 per person per week. We ate well, stayed in national and state parks and other campgrounds and had much fun fishing, hunting crabs, scooping scallops, and looking at beautiful scenery.

Here is the budget breakdown:

Gasoline . . . \$87.70	Tolls \$ 9.50
Groceries . . . 75.23	Ice 4.90
Park fees . . . 24.53	Extras 25.49

—Mrs. Elfriede Fehlauer
Paulsboro, New Jersey

FAVORITE RECIPES FROM FAMOUS RESTAURANTS FROM JUNE 1970 "FORD TIMES"

QUICHE LORRAINE

RAMADA IMPERIAL HOUSE, LEXINGTON, KENTUCKY

Luxury accommodations, excellent cuisine and superb service are the winning combination at this delightful inn, which is surrounded by many of the world-famous Thoroughbred farms. Reservations necessary for both meals and hotel accommodations. The address is 525 Waller Avenue, east of U.S. 68.

QUICHE LORRAINE PASTRY

2 cups sifted flour
1 teaspoon salt
¼ cup shortening
4 tablespoons cold water

Measure flour in mixing bowl; mix in salt. With pastry blender, cut in half of the shortening finely, half of it coarsely. Sprinkle with water, gather dough and press into ball. Roll out, fit into lightly greased 10" pie pan, and set aside.

FILLING

4 eggs
½ cup flour
4 cups milk
Salt, pepper to taste
Pinch of nutmeg
½ pound of bacon, chopped
and fried crisp
¼ pound chopped ham
2 cups shredded Gruyere cheese

Beat eggs until light, add flour, milk and seasonings and mix well. Pour into prepared pastry crust (above). Sprinkle bacon, ham and cheese over the custard.

Bake at 380° for 25 minutes.
Serves six.

1962

1970

MOUNTAIN REGION

REGIONAL DIRECTOR

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Tom Washburn
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 Gurnee, IL 60031
 847-244-4821
 falcontom@hotmail.com
 Meeting TBA

METRO DETROIT FALCON CLUB CHAPTER

Jerry Richards
 535 Indianwood Rd.
 Lake Orion, MI 48362
 248-770-5697
 richardsgw@aol.com
 Meet bi-monthly at Archie's Restaurant, 30471 Plymouth Rd,
 Livonia, MI. 48150. Meeting on the first Sunday of each month
 starting in February.

MID AMERICA CHAPTER — KANSAS CITY

Mark Killian
 913-782-1222 Cell: 816-898-1846
 markandmarilyn@embargmail.com
 Meet monthly, location and time posted on Facebook page:
 Mid America Chapter Falcon Club of America

RAPTOR CHAPTER

Charles T. Mann
 P. O. Box One,
 Princeton, IL 61356
 815-200-6948
 falcon1965@gmail.com
 Meeting TBA

WHEAT STATE CHAPTER — WICHITA, KANSAS

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 wheatstatefalcons.
 president@gmail.com
 Meet second Saturday, even months

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REGIONAL DIRECTOR

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Meetings TBA

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Indianapolis, 317-418-8301

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Jim Ogram
906 Stargazers Road
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Keystone@FalconClub.com
Meeting second Thursday monthly, 7 PM ET online
at <https://join.freeconferencecall.com/kcfca>

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-823-1059
falconsprint@aol.com
Meet third Saturday monthly
Check website for location and time.

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Jerry York
2064 Tulip Rd.
Loveland, OH
513-503-0029
jyork@fuse.net
Meetings TBA

ONTARIO CHAPTER ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
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1-416-580-8234
al.inglis@sympatico.ca
Meetings TBA

PACIFIC REGION

REGIONAL DIRECTOR

CENTRAL CALIFORNIA FALCONS BAKERSFIELD, CALIFORNIA

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month.
Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road
Woodland, WA 98674
360-225-7403
falconcomet@cni.net
Meet first Thursday monthly, 7:30 PM, Mar–Nov
Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Ralph Garcia
Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

INLAND NORTHWEST CHAPTER ELLENSBURG, WASHINGTON

Scott Zimmerman
1010 Saddlerock Dr.
Ellensburg, WA 98926
509-929-3790
gitanesteel@yahoo.com
Meet second Tuesday of even months

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-332-9699
Meet second Saturday even months (Feb., April,
June, Aug., Oct., Dec.). For meeting time and
location, email montereybayfalcons@gmail.com.
Please see Facebook page, Monterey Bay
Falcons, for additional information.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly
Jan–Nov. Go to rainierfalcons.com for
more information.

RIVER CITY FALCONS SACRAMENTO, CALIFORNIA

Chapter is currently inactive

SONOMA COUNTY FALCONS FOR FUN CHAPTER SANTA ROSA, CALIFORNIA

Paula Johnson
2306 Bellam Court
Santa Rosa, CA 95401
707-799-7795; westcoastfalcons.com
Meet first Thursday monthly; 7 PM;
Round Table Pizza, 2065 Occidental Rd.
Santa Rosa, CA 95401

SOUTHERN CALIFORNIA CHAPTER

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TECH EDITOR

Dick Harrington
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FALCONS FOR SALE

1962 Falcon two-door wagon. Rare two door station wagon body style. 1974 Ford Torino running gear. 250 cu. in. six-cylinder with electronic ignition. New C4 three-speed automatic transmission with cooler. New paint with original Baffin Blue color, white top and black interior. New upholstery, carpet, headliner, door and window handles, windshield, window channels, door and tailgate rubber, gas tank, exhaust, radiator with electric fans, alternator, wiring harness. Updated dash with new electric gauges and new knobs. New ignition switch and door locks. two-speed electric windshield wipers conversion. New electronic stereo radio with front and rear speakers. Rebuilt heater/defroster w/new blower motor. New insulation throughout. 14" wheels and tires with updated brake system. Florida title. \$14,000. Donna, dlcard55@gmail.com or 207-933-7997. ME. 210809



1965 Ranchero with 4bbl V8 and C4 auto trans. Has extensive body rust but comes with many patch panels and other parts for restoration. Can e-mail complete list of parts upon request. This is a project car but does run well. Front windshield cracked but comes with a new windshield and gasket among other parts. \$4,500. SteveWT324@aol.com.



1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "Woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 210820

PARTS FOR SALE

1965 289 heads, cast #C5AE, dates 5B9, \$250; crankshaft \$150; rods, cast #C3AE, set of eight, \$100; valve covers, \$60. 1967 289 Hi Po heads, date on both heads 7H23, \$2,500. 1967 289 distributor, cast #C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 351 Man o' War block, part #087180, new never machined, \$2,000. 1973 351C 4BL open chamber heads, cast #D3ZE, fresh, \$800. 351C 4BL exhaust manifolds, one pair, \$450. 351C A/C bracket, D0ZA-2882-C, \$100. 351C engine bracket, D0OE-10145-A, \$75. 351C engine bracket, D1AA-2A964-AA, \$125. 351C engine bracket, D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri power set up, \$2,250. 1966 428 short block with CJ rods, cast #C7AE-B, \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1968-70 428 CJ/SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO 210910

Various used parts for 1964-65 Falcon/Ranchero including: re-anodized 1965 grille, \$150; working original AM radio, \$80; bucket seat tracks, \$35 each; original style car jack, \$20. Many other parts, so e-mail or text with needs. Stevewt324@aol.com or 562-773-6255. 210823

Parting '60-'65 Falcons, 14 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. Thanx for driving a Falcon! Steve Averre, Longview, WA. 210918

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly \$300. pair. 1965 NOS headlight assembly, \$300

pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint and Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 Tail Shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder-coated with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon, Gas Cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash pad trim, \$125. 1964-65 Falcon/Comet stainless steel dash pad trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front and rear \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with A 1965 Falcon Ranchero Monster truck on it, 20"X17", \$155. 1964-65 Falcon/Comet console bracket (reproduction), \$125. 1963-65 Falcon/Comet Stainless Steel V-8 motor mount heat shields, (reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring, (reproduction) \$45. 1964-65 Passenger side front fender, \$145. 1964-65 front and rear bumpers, \$165. each. 1964-65 Falcon/Comet console, new reproduction top, all trim, \$899. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 set up, intake,

carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, more NOS, used and Dennis Carpenter Reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 210820

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set. 1962-63 hood scoops, good to excellent used condition, \$75-200. 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair; 1963 "deluxe" fender spears, (not Futura) three sets, \$95-195 per set. 1962-63 fender top ornaments, restored, \$75-100 per pair. Two 1960-61 Comet dash clusters, nice chrome, original and complete, \$195 each; 1963 Comet dash, needs restored but complete, \$100; 1963 Comet/Falcon convertible top bows plus pump (header bow lathes), \$495. Convertible quarter windows, regulators, trim, hardware, inquire for prices. Convertible "belly pan" set up for bucket seats /console, \$295. 1963-65 convertible bucket seats, need complete restoration, \$600. 1960-65 pedal sets, complete w/bracket and hardware, \$195. 1960-65 V-8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200, eight piece set. '63-65 V-8 exhaust manifolds, no cracks \$180 per pair. Five-bolt 14" stock Falcon/Fairlane wheels ('63-'67 style) 14"x 5" and one set 14" x 4.5", \$70 each, a set of five for \$325. Late model ('68-'70) five lug 14" X 5" and 14" X 6" also for sale, \$70 each, \$325 per set. Four-bolt 14" x 5" one set of four, \$280. Four-bolt 13" wheels, \$25 each, set of five for \$110. 1960-65 Falcon jacks, restorable, \$100, set of four pieces. '60-65 four-door sedan doors, stripped or complete, no rust, \$100-\$200 each. '60-65 Falcon/Ranchero hoods, over 20 to choose from, \$150-\$350 each; '60-65 Station

Wagon tailgate cranks, good used condition, new keys up to NOS, \$250-\$490. 1964-66 Wagon/Ranchero gas tanks, \$200 each; 1960-62 two-speed electric wiper changeover from vacuum, a set of motor, mount, wiper transmission, linkage, bezels. \$250; 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working, \$295. One '66-70 trunk lock complete, nice chrome, all attaching parts with Falcon keys, \$125. '66-67 trunk lid, has a few dings but solid, \$150. '68-70 LR taillight surround, excellent used condition, \$95. '68-70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$200; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125. L/R front fenders, near perfect, \$300 each; excellent hood, \$300. Dash cluster, great shape, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210821

PARTS WANTED

289 Hi Po San Jose built four-speed radiator; top tank is stamped: C4ZE W-MO G2 2-65 3939-S fuel pump. I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn, C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing, C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. 210910

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- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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UPCOMING EVENTS

September 18, 2021
Pacific Northwest Mini Meet
Ellensburg, Washington

October 1 - October 2
Fall Regional Meet
Hot Springs, Arkansas 71913
Hosted by The Founder's Chapter

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

SEPTEMBER 2021

THE NATIONAL *Falcon* NEWS
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



September 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2 V-J Day	3	4
5	6 LABOR DAY	7	8	9	10	11 PATRIOT DAY 9/11 REMEMBRANCE
12 Grandparents Day	13	14	15	16 Mexican Independence Day	17 U.S. Constitution Day	18 PACIFIC NORTHWEST MINI MEET
19 Talk Like A Pirate Day	20	21	22	23	24	25
26	27	28 Good Neighbor Day	29	30		

OCTOBER 2021



October 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11 Columbus Day	12	13	14	15	16 Boss's Day
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31 Halloween						